

AIR MINISTRY

Air Navigation Acts, 1920
and 1936

THE AIR NAVIGATION REGULATIONS, 1939

Made by the Secretary of State
for Air under the Air Navigation
(Consolidation) Order, 1923

27th January, 1939

AIR NAVIGATION ACTS, 1920 and 1936

REGULATIONS

In pursuance of the powers conferred upon me by the Air Navigation (Consolidation) Order, 1923, as authorised by the Air Navigation Acts, 1920 and 1936, and all other powers enabling me in that behalf, I, the Right Honourable Sir Kingsley Wood, M.P., one of His Majesty's Principal Secretaries of State, make the following Regulations, amending the Air Navigation Directions, 1936 (A.N.D.13), as amended by the Air Navigation Directions, 1936 (A.N.D.13A), the Air Navigation Regulations, 1937, the Air Navigation (No. 2) Regulations, 1937, the Air Navigation (No. 3) Regulations, 1937, the Air Navigation Regulations, 1938, the Air Navigation (No. 2) Regulations, 1938, and the Air Navigation (No. 3) Regulations, 1938, which first-mentioned Directions as so amended are hereinafter referred to as "the said Directions".

1. In paragraph 64 (i) (viii) of the said Directions the following sub-paragraph shall be substituted for sub-paragraph (b) :—

“(b) For all flights in flying machines capable of carrying ten or more persons including the crew :—

Artificial horizon.

Directional gyro.

Hand fire extinguisher in each main passenger compartment, with a minimum of two extinguishers.

Axe suitably stowed so as to be readily available to the crew for use in emergency.

In addition when the weather reports available at the time of departure indicate the probability that conditions predisposing to ice formation will be encountered :—

Means of heating the air speed indicator pitot head or of otherwise protecting it from ice accretion.

Safeguards to ensure that the prescribed artificial horizon and directional gyro will continue to function in conditions predisposing to ice formation.

Means of preventing any pilot's direct vision openable window in the cockpit from becoming immovable by reason of ice formation.

Means of protecting any fixed aerial to ensure that ice accretion will not interfere with the electrical insulation.

If a non-retractable direction-finding loop is fitted, means of preventing ice accretion thereon.

If variable pitch airscrews are fitted, means of protecting the mechanism from ice accretion.

Provided that exemption from compliance with any of the above requirements relating to ice formation or accretion may be granted by the Secretary of State in the case of any aircraft or type of aircraft if and in so far as he is satisfied that the design of the aircraft or airscrew is such as to render unnecessary further provision to meet such requirements.”

2. In paragraph 65 of the said Directions the words “and must be installed in the aircraft in an approved manner” shall be inserted at the end of sub-paragraph (a).

3. These Regulations may be cited as the Air Navigation Regulations, 1939.

4. These Regulations shall come into operation on the 1st April, 1939.

Air Ministry, 27th January, 1939. KINGSLEY WOOD,
Secretary of State for Air.

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